# Pages 17-20 The Evening Star.

WASHINGTON, D. C., TUESDAY, OCTOBER 22, 1907-20 PAGES.

### OCEAN TRAVEL.

Twin-screw Ex	press and Passenger Service.
London via Plymouth. Paris via Cherbourg.	*P. Lincoln (new). Oct. 5 *Kaiserlu (new). Oct. 5 †Waldersee. Nov. *Bluccher. Nov. †Penssylvania. Nov. *Amerika (new). Nov. 1 *P. Grant (new). Nov. 1 †Pretoria. Nov. 2
*Among special Grill Room, Gyr	features of these vessels are maslum, Palm Garden, Rit: at, Elevators, Electric Baths.

### REDUCED RATES TO PLYMOUTH, CHERBOURG AND HAMBURG

350 TO	STEAMER AND LOCATION
Gibraltar ]	Hamburg
Naples	MoltkeNov P. Lincoln (new)Do HamburgJs
Genoa	Batavia Jan Moltke Jan

Alexandria Special trip by S.S. Hamburg, Jan. 4 and Feb. 15. via Gibraltar.

R. R. Tickets, hotel accommodations and general information about foreign travel.

Travelers' Checks Good All Over the World. COMPANY'S OFFICES, 35-37 BROADWAY, N.Y. E. F. DROOP & SONS, 925 Pa. ave. mb30-sa.tu,th

### NORTH GERMAN LLOYD

Fast Express Service.

PLYMOUTH-CHERBOURG-BREMEN.

R.Wm.II.Oct. 29, 10 am K.Wm.II.Nov.26, 10 am Kronprins.Nov. 5, 2 pm Cecllie(new)Nov. 12.10am Cecllie(new).De.10.10am Kaiser.Nov. 19, 10 am Kronprinz.........Jan. 7 Twin-Screw Passenger Service. PLYMOUTH-CHERBOURG-BREMEN, 10 A.M.

Kurfuerst Oct. 31 †Barbarossa Nov. 28

P. Irene Nov. 7 †Kurfuerst Dec. 5

Gnelsenau Nov. 14 \*Rhefn Dec. 12

\*Main Nov. 21 \*Gnelsenau Dec. 19

\*Bremen direct, †Cherbourg and Bremen.

Mediterranean Service. GIBRALTAR—NAPLES—GENOA, AT 11 A.M.
CONNECTING AT GIBRALTAR FOR ALGIERS.
\*Neckar. Oct. 26 \*Neckar. Dec. 4
Friedrich. Nov. 2 Friedrich. Dec. 7
K. Luise. Nov. 16 K. Luise. Jan. 4
K. Albert. Nov. 30 P. Irene. Jan. 11
\*Omits Genoe. \*\*Comits Genea.

NORTH CERMAN LLOYD TRAVELERS'
CHECKS GOOD ALL OVER THE WORLD.
OELRICHS & CO., No. 5 BROADWAY, N. Y.
E. F. DROOP & SON CO., 925 PENNA. AVE.
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### \$50 to Europe FIRST-CLASS, BY THE

Following Lines: AMERICAN LINE. PHILADELPHIA QUEENSTOWN LIVERPOOL Atlantic Transport Line.

RED STAR LINE. WHITE STAR LINE. NEW YORK QUEENSTOWN-LIVERPOOL.

PLYMOUTH-CHERROURG-SOUTHAMPTON.
BOSTON-QUEENSTOWN-LIVERPOOL.

New York
ITALY AND EGYPT

d Boston to
Via Azores, Madeira, Gibraltar, Algiera,
public. Oct. 24, Nov. 30, Jan. 25, Mar. 7
panalic. Oct. 26, Dec. 5, Feb. 1, Mar. 14
ette. Nov. 7, Dec. 11, Mar. 28, May 9
public. Nov. 10, Jan. 11, Feb. 22, Apr. 4

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LEDR CEDRIC WASHINGTON OFFICE, 1306 F ST. N.W. R. M. HICKS, Passenger Agent. mh21-d,cSu.312t

### WEST INDIES VENEZUELA AND PANAMA CANAL TWO GRAND CRUISES BY THE SUPERB PASSENGER S. S. "OCEANA"

DURATION 28 DAYS. COST \$150 UPWARD. Also Cruises and Services to the ORIENT, JAMAICA, MEDITERRANEAN & ADRIATIC, E G Y P T , N I L E SE R V-ICE, BERMUDA, N A S S A U.

January 25 & February 27

Hamburg-American Line, E. F. DROOP & SONS, 925 PA. AVE.

KINGSTON, COLON, SAVANILLA, LA GUAYRA, TRINIDAD, BARBADOS, SOUTHAMPTON. Luxurious Steamers of 6,000 tons, accommodating First and Second Cabin and Steerage Passengers. The Royal Mail Steam Packet Co. Salling 3:00 p.m., Pier 50, N. R., West 12th st. SANDERSON & SON, 22 State st., New York, FOSTER DEBEVOISE, Flatiron bldg., New York. R. M. HICKS, 1306 F st. n.w. oc15-tu,th.sa,tf,24

# CUNARD LINES

### SPECIAL LOW SALOON RATES TO EUROPE, \$50 AND UPWARD

Umbria...Oct. 26, 9 am Lucania...Nov. 9, 8 am Campania...Nov. 2, 2 pm Lusitania...Nov. 10, 2 pm Carmania...Nov. 5, 5 am | Campania...Nov. 30, noon

Lusitania, Nov. 16, at \$72.50. Hungarian-American Service

GIBRALTAR, NAPLES AND TRIESTE. AVONIA . Oct. 24, noon; Mar. 12
NNONIA . Nov. 14, noon; Mar. 26
RPATHIA (via Genoal, Nov. 28, noon; Apr. 9
SPECIAL MEDITERRANEAN CRUISES.
CALLING AT MADEIRA. PANNONIA

CARONIA. 20,000 tons. Nov. 23, 1907.

\*Jan. 4. \*Feb. 18.

\*Jan. 4. Feb. 18.

\*ALEXANDRIA Vernon H. Brown, Gea'l Agent, 21-24 State st.
N.Y., Opposite the Battery.
Or 126 State ct., Boston, Mass.
G. W. MOSS, Agent, 1411 G st. n.w., Washington.

# FRENCH LINE.

COMPAGNIE GENERALE TRANSATI.ANTIQUE
Direct Line to Havre-Paris (France).
Sailing every Thursday at 10 a.m. from
Pier No. 42. North River, foot Morton st., N. Y. \*\*Cla Lorraine . Oct. 24 \*\*La Touraine . Nov. 14

\*\*Cla Lorraine . Oct. 31 \*\*La Lorraine . Nov. 21

\*\*La Provence . Nov. 7 \*\*La Savole . . . Nov. 28

\*\*Twin screw steamers .

Extra Sailings:

La Bretagne ... Oct. 26, 3 p.m.
Gascegne ... Nov. 9, 3 p.m.
mbl-365t W. MOSS, 1411 G ST. N.W.

RAILROADS. Atlantic Coast Line.

Effective April 6, 1907.

Notice.—These departures are given as information, as well as connections with other companies, but arrivals and connections are not guaranteed.

4:20 a.m. daily—Sleeping car New York to Jacksonville. Fia. Through coaches Washington p.m. ivia. Wednesday and Friday afternoons.

Steamer Wakefield, Sunday, Tuesday and Thursday at 7 a.m., for viver landings, including Port day at 7 a.m., for viver landings, including Port of Washington Monday, Wednesday and Friday mornings and Sunday afternoons.

Steamer Wakefield, Sunday, Tuesday and Thursday at 7 a.m., for viver landings, are washington for landings, and Friday mornings and Sunday afternoons.

Steamer Wakefield, Sunday, Tuesday and Thursday at 7 a.m., for viver landings, including Port of Washington Monday, Wednesday and Friday mornings and Sunday afternoons.

to Jacksonville.

3:45 p.m. daily—Sleeping car New York to Jacksonville. Fla.; New York to Port Tampa. Fla., via Jacksonville; New York to Angusta. Ga.; New York to Charleston, S. C.; Washington to Wilmington, N. C. Through coacnes Washington to Jacksonville. UNEXCELLED DINING CAR SERVICE.

For tickets and all information and and the service of the

GAR SERVICE.

For tickets and all information apply at the OFFICE OF THE LINE, 1419 NEW YORK AVENUE NORTHWEST, AND PENNSYLVA-MIA RAILROAD STATION.

GEO. P. JAMES. J. CRAIG.

Pass. Traffic Mgr., Wilmington, N. C.

THOMPSON BUILDING.

OPP. TREASURY. SECOND FLOOR.

my19-tf District Passenger Agent, Washington, D. C.
T. C. WHITE, Gen. Pass. Agent.
W. J. CRAIG.

### RAILROADS.

Hamburg-American Line. Seaboard Air Line Railway TICKET OFFICE, 1421 PENNA, AVE.
NOTICE—Fellowing schedule not guaranteed.
For Raleigh, Wilmington, Columbia, Savannah,
Jacksonville, Tampa, Atlanta, Birmingham.
Memphis and New Orleans.
9:05 A.M. DAILY—Seaboard Mail. Through
coaches and Pullman Sleepers to Savannah and
Jacksonville. Through Sleepers Washington to
Hamilet and Hamilet to Atlanta and Birmingham.
Bhing Cars.

Diving Cars.

6:00 P.M. DAILY—Seaboard Express. Solid train, with coaches and Pullman Sleepers to Savannah, Jacksonville and Ta.np. Through Sleeper to Atlanta, Birmingham and Memphis. lining Cars.
R. H. STANSELL, District Passenger Agent.

Schedule in effect September 26, 1907.

2:00 P.M.—OLD DOMINION EXPRESS, week days—Stops at principal points in Virginia. Vestibule train; standard coaches; parlor car to Virginia Hot Springs, handled in train No. 15 from Gordonsville, which has a la carte dining car, and connects at Covington for Virginia Hot Springs. Pullman Sleepers Clifton Forge to Louisville, Cincinnatt, Indianapolis, St. Louis and Chicago.

4:10 P.M.—NEW C. & O. LIMITED, daily—Fast new vestilcule train; stops only at Gordonsville, Charlottesville, Staunton, Clifton Forge and Covington, Va.; White Sulphur, Ronceverte and Hinton, W. Va. Pullman sleepers to Lexington, Louisville, Cincinnati, Indianapolis, St. Louis and Chicago. Dining cars, a la carte service. One night out.

1:10 P. M.—F. F. V. LIMITED, daily—Solid vestibule train. Pullman sleepers to Cincinnati, Lexington and Louisville. Compartment sleeping car to Virginia Hot Springs week days. Dining car, a la carte service. Sleepers Cincinnati to Chicago and St. Louis and Louisville to Memphis, Nashville and southwest.

Reservations and tickets at Chesapeake and

west.
Reservations and tickets at Chesapeake and
Ohlo Offices, 513 Pennsylvania avenue, 669 14th
street, near F. and Sixth Street Station. Telenhone Main 3730 for Pennsylvania R. R. Cab
Service and Main 1066 for C. & O. Ticket Office.

CHESAPEAKE AND OHIO RAILWAY. WASHINGTON SOUTHERN RAILWAY. RICHMOND, FRED'ESBURG & POTOMAC R.R. WASHINGTON EXPOSITION SPECIAL. SOLID VESTIBULE TRAIN.

COILER BUFFET PARLOR CAR AND COACHES DAILY, EXCEPT SUNDAY, BETWEEN WASHINGTON -AND-OLD POINT COMFORT

	RICHMOND.	
Leave	Washington (Penna. R. R.)12:30	P.M
VILLIAG	Richmond (Main Street Station) 3:45	PI
Arrive	Williamsburg4:59	PV
Arrive	Newport News	PN
Arrive	Old Point Comfort6:05	P.M
Arrive	Exposition Pier (C. & O. Ferry) . 6:40	PN
Arrive	Norfolk (C. & O. Ferry)6:35 NORTHBOUND.	P.M
Leave	Norfolk (C. & C. Ferry)9:00	
Leave	Exposition Pier (C. & O. Ferry).9:13	A.A

Leave Old Point Comfort......9:30 A.M Arrive Washington (Penna. Station) .. 3:10 P.M. SOUTHERN RAILWAY.

N. B.—Following schedule figures published only as information, and are not guaranteed.

\*7:00 a.m.—Danville and way stations.

\*8:05 a.m.—Harrisonburg and way stations.

\*9:00 a.m.—Sleepers and coaches to Atlantr and New Orleans. Sleeper to Columbus, Ga Dining car.

\*11:00 a.m.—Sleepers and coaches to Columbia, Savannah and Jacksonville. Dining car.

\*4:01 p.m.—Harrisonburg and way stations.

\*4:55 p.m.—Charlottesville, Warrenton and way stations

stations
\*G:15 p.m.—Sleepers and coaches to Atlanta.
Sunset Route Tourist sleeper to San Francisco tri-

Sunset Route Tourist sleeper to San Francisco triweekly.

\*9:50 p.m.—Sleepers and coaches to Charlotte.
Columbia and Augusta. Dining car.

\*10:15 p.m.—Sleepera and coaches (via Lynchburg and Bristol) to Chattanooga, Memphis and New Orleans. Dining car.

\*11:00 p.m.—New York and New Orleans Ltd., solid Puliman to Asbeville, Atlanta, Birmingham and New Orleans. Club and observation cars.
Dining car.

Note.—\*Daily, tWeek days.
Through trains from the south arrive Washington 7:35, 8:45 and 9:05 a.m.; 2:45, 5:25, 8:45, 11:30 and 11:40 p.m. daily. Local trains from Harrisonburg 12:25 p.m. week days and 9:20 p.m. daily; from Charlottesville daily 8:16 a.m.
Frequent trains to and from Bluemont.
Ticket offices: 705 15th st., 511 Pa. ave. and Pennsylvania station.

C. H. ACKERT, V. P. AND G. M.
S. H. HARDWICK, P. T. M.
W. H. TAYLOE, G. P. A. L. S. BROWN, G. A.

| Raitimpore and Obbio D.

Baitimore and Ohio R. R. LEAVE STATION, New Jersey Ave. and C St.
ROYAL BLUE LINE.
"EVERY OTHER HOUR ON THE ODD HOUR"

TO PHILADELPHIA AND NEW YORK.

NEW TERMINAL. 23D ST. NEW YORK.

\*7.00 a.m. Diner, Pullman Parlor.

†9.00 a.m. Buffet, Parlor. 5-bour Train.

§9.00 a.m. Diner and Pullman Parlor Car.

†11.00 a.m. Diner and Pullman Parlor Car.

\*1.00 p.m. Diner and Pullman Parlor Car.

\*3.00 p.m. "Royal Limited." All Pullman.

†4.00 p.m. Coaches to Philadelphia.

\*5.00 p.m. Coaches to Philadelphia.

\*11.30 p.m. Sleepers.

1.00, \*3.00 p.m. ANNAPOLIS, week days, 8.00 a.m., 12.05 noon

ANNAPOLIS, week days, 8.00 a.m., 12.05 noon, 4.45, 6.00 p.m. Sundays, 8.30 a.m., 5.30 p.m. "EVERY HOUR ON THE HOUR."

(Week days, 7.00 a.m. to 8.00 p.m.)

\*\*TO BALTIMORE.

\*\*2.32, †5.00, †6.30, \*\*7.00, \*7.20, †8.00, \*8.30, \*9.00, †9.30, \*10.00, \*11.00 a.m., †12.00 noon, †12.05, \*1.00, †1.15, †2.00, \*3.00, †3.20, ‡3.30, †4.00, †4.45, \*5.00, †5.08, \*5.80, †6.00, \*6.30, †7.00, \*8.00, †9.30, \*10.00, \*10.35, \*11.30, \*1.35

WESTWARD.
CHICAGO. \*9.10 a.m.. \*1.22, \*5.30 p.m.
CINCINNATI. ST. LOUIS and LOUISVILLE.
\*9.10 a.m.. \*4.05 p.m.. \*12.40 night.
PITTSBURG. \*9.10 a.m., \*1.22, \*9.10 p.m., 12.30 night. CLEVELAND, \*9.10 p.m. COLUMBUS, \*5.30 p.m.
COLUMBUS, \*5.30 p.m.
WHEELING, \*9.10 a.m., \*5.30 p.m.
WINCHESTER, †9.10 a.m., †4.05, †5.00 p.m.
FREDERICK, †8.20, †9.10, \$9.15 a.m., \$1.30,
4.05, †5.35 p.m.

FREDERICK, 18.20, 19.10, 19.15 a.m., 11.30, 14.05, 15.35 p.m.

HAGERSTOWN, 19.10 a.m., 15.00 p.m.

\*Daily. 1Excent Sunday. 1Sunday only.
Reservation of Sleeping or Parlor Car space.
rates of fare, etc., will be quickly furnished BY
TELEPHONE at all of the following Ticket Offices: 1417 G St. N.W., Telephone Main 1591; 619
Pennsylvania Ave., Telephone Main 278. Station,
New Jersey Ave. and C St.—Ticket Office. Telephone East 687. Information Bureau, East 724.

POTOMAC RIVER BOATS. line, 1t, 60c. 3t, \$1.20, 1wk., \$2.25, 1 mo., \$7.20

THE STEAMERS OF THE MARYLAND, DELaware and Virginia Railway Co., commencing Sept. 2, will make three trips weekly tetween Washington and Baltimore, weather permitting. The passenger accomm dations are unsurpassed by any on the Chesapeake Bay or tributaries. They are electrically lighted and the cuisine is perfect. Steamers leave Washington every Sunday, Tuesday and Thursday at 4 p.m., and Baltimore every Tuesday. Thursday and Saturday at 5 p.m. Time of trip, about 36 nours. Fare, \$2.50. Staterooms, \$1.50. Meals, 50c and 75c. Staterooms and further information apply to

STEPHENSON & BRO., Agents, Telephone Main 745. 7th street wharf. f. MURDOCK, Gen. Pass. Agt., Baltimore, Md.

STEAMER TRENTON (CTH AND WATER STS.)
Sundays, Tuesdays and Thursdays at 7:15 a.m.
for Brick House and river landings. All freight
carefully bandled aid protected from the
weather. Passenger accommodations first-class.
POTOMAC NAVIGATION CO., J. E. TAYLOR,
Gen. Mgr.

WASHINGTON & POTOMAC STEAMBOAT CO.
(Randall Line.)
STEAMERS FOR POTOMAC RIVER LANDINGS
Str. Harry Randall, Monday and Wednesday at
4 p.m., and Saturday, 7 a.m., for river landings
to Wicomico river and Nomini craek landings.
Lower Machodoc creek Monday and Wednesday
only. Returning, steamer arrives in Washington
Wednesday and Friday mornings and Sunday
afternoons.

MONEY WANTED AND TO LOAN. SECOND TRUST LOANS ON REAL ESTATE ARE OUR SPECIALTY OWEST RATES. EASY TERMS.

ON REAL ENTATE ARE COR EASY TERMS.
LOWEST RATES,
NO COMMISSIONS.
WE LOAN OUR OWN MONEY. WE ALSO BUY,
SELL AND RENT PROPERTY. National Loan & Inv. Co.,

High Interest in the November Contest.

Chesapeake Ohio Railway QUESTION OF ELIGIBILITY

Repeal of Non-Succession By-Law Is Proposed.

ONE MEMBER OUTLINES VIEWS

Board to Choose Between Policy of Encouraging Continuous Work and Prohibiting Re-Election of Efficient Directors.

Interest in the approaching election of the most spirited contests in the history of that organization. Not only are there many names posted on the bulletin boards at headquarters in nomination for the ten vacancies about to be created by the expiration of terms, with additions being steadily made to the list, but there is keen interest also in the manner in which the board will vote on a proposed amend-ment to the by-laws affecting the eligi-bility of retiring directors for re-election. This amendment was posted September 30 last, and at a recent meeting of the directors was designated as the regular order of business for consideration and action by the board prior to the election of directors at the annual meeting to be held November 11.

At a meeting of the board held De-cember 14, 1906, an amendment to the by-laws was adopted as in the following language: "A member shall not be eligible for election as a director for more than two successive terms." The amendment posted September 30 last proposes that that language be stricken from the bylaws, thus repealing the action taken by the board last December. Therefore before the election of directors is held next month the board will be called upon to pass upon whether the amendment of last year shall stand or fail, thus in general terms approving or disapproving the policy of enforced rotation in office.

Re-Election Formerly the Rule. Until last year, while the by-laws pro-

at an election, yet, practically, custom should give preference to experience and past services in the performance of publie uncompensated labor, and that one good term deserved another, while not enough weight was given to the argument in the board's direction and management sary to inject new blood periodically in the management, to do away with the perfunctory re-election of outgoing dievery year, in which every candidate shall stand on his merits and the board to the best men for the directorate.

shall exercise its deliberate judgment as This latter condition of affairs has now been brought about, though not by the change of the by-aws. At the last elec-tion, prior to the adoption of the amendment the repeal of which is now pro posed, there were many nominations great interest was taken in the election a leavy vote was cast—the heaviest, in-deed, in the history of the board—and the men elected were about equaly divided between re-elected and newly elected nominees. In continuation of this condition of affairs, there are more nominations already posted for the directorate for the November election than were posted altogether last year, and the indications are of at least as heavy a vote and as full an expression of opinion by

the board this year as last. Did the Board Go Too Far? Many members of the board, however,

while opposed to permitting the board of directors to be a close corporation by the re-election of the outgoing directors year after year as a matter of course. think that a step too far for the welfare of the board was taken in the opposite direction by the adoption of the by-law limiting service as a director to two sucessive terms, especially as it is construed as retroactive and as counting past terms of service as figuring to make members ineligible.

The question has been raised whether the words used in the amendment already adopted do not, when construed by legal methods, apply only to prohibit the re-election for more than two successive terms to which members may hereafter be elected. It is contended that the provision will be retroactive unless it is plicitly so stated, regardless of the in-tention of those whose votes enacted it. If omission to make any declaration on the subject is equivalent to a declaration implication the words "to which he may hereafter be elected," so that its meaning is as follows: "A member shall not be engible for election as director for more than two successive terms" (implied) which he may hereafter be elected." The question of the proper construction of the by-law, as it stands, becomes practically immaterial, since its repeal is to be considered at the November meeting. prior to the annual election, and the board may at that time and in that conection repeal, reaffirm or modify and reaffirm the amendment, and in any event

### hay express its opinion as to how the they while A Member's View.

One of the members of the Board of Trade who is interested in the movement to reshape or construe the law so that it shall not be retroactive said today to a Star reporter:

"I am in favor of infusing new blood into the directorate of the board, but I think that the new directors should be only such men as can secure a majority vote of the board's membership at a regof the board's memograms any other election in opposition to any other election in who may be named. New dicandidates who may be named. New directors themselves would naturally feel greater pride in election on their own merits, after a fair fight, rather than merits, after a fair fight, rather than through the arbitrary exclusion, by construction of a by-law, of nominees who might defeat them otherwise.

"The position of director of the Board of Trade them."

of Trade is merely an opportunity to do good and faithful work without compensation, in the public interest. Where a good and faithful work without compensation, in the public interest. Where a director has faithfully met the responsibilities of this opportunity there has been a natural disposition on the part of the board in its own interest to continue to profit by the accur/inulated experience of such a director and to continue him in his thankless office, at the same salary of list of the same salary of list of this opportunity there has been appointed form and the time Baron Speck von Sternburg was appointed to that post. The metting closed with short adequated and Howison, sternburg was appointed to that post. The new duke and prince married Miss Mary west, sister of George Cornwallissaying that every member present last evening was a resident and property owner in the park.

Consult.

The metting closed with short adequated forms above store the metting closed and Howison, sternburg was appointed to that post. The new duke and prince married Miss Mary west, sister of George Cornwallissaying that every member present last evening was a resident and property owner in the park.

Consult.

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nothing per year. Now the tendency of 数是是是是是是是是是是是是是是是是是是是是 the time is in the opposite direction. Ex-perience and past service are a handicap to election, and under the retroactive con-struction of the by-laws even a bar to eligibility. The theory seems to be that the position of director is no longer merely an opportunity to work, which the board should force upon the men who among all the members are best fitted to do the best work for it, but had become a personal honor which is to be passed around among as many men as possible in the shortest time, for their personal and selfish enjoyment.

"I do not think that past service in the beard of directors should either compel a member's perfunctory re-election or be a bar to eligibility to re-election. I think the board should have the privilege of voting for the two best directors, new or old, who appear among the nominees, and should not be barred from electing anybody who is thought by a majority of the voters to be the right man for the place. I think it is foolish for the board to pass a self-denying ordinance; limit itself; to tie its own hands in the

Should Be No Prohibition. "Re-election was the rule and a new

election the exception in the past. It may be well to make re-election the exception and new election the rule; but the members of the board should not absolutely prohibit themselves from voting for re-election when the interests of the board demand it.

"A director of two terms' service may be serving his first term as president of the board. Such a man, though highly efficient directors of the Washington Board of active construction of the amendment be Trade is manifested in all quarters, and absolutely barred by the expiration of his the present indications promise one of term as director from serving another term as president, though every member of the board might concede that it veto the board's interest to re-elect him. board might concede that it was Should the vote of fifty or sixty members last December be construed or per-mitted to forbid the seven hundred members of the board from voting for any one member in the board from voting for any one member in the list of existing directors, nearly all of whom have served two terms, as follows: John Joy Edson. Abram P. Fardon, Archibald Greenless, George H. Harries, James B. Lamble, Thomas P. Morgan, Crosby S. Noyes, William H. Saunders, Ellis Spear, W. P. Van' Wickle whose terms explice this William H. Saunders, Ellis Spear, W. P. Van' Wickle, whose terms expire this year; or the following, whose terms expire in 1908: Aldis B. Browne, Albert F. Fox, William G. Henderson, E. Southard Parker, Cuno H. Rudolph, William H. Singleton, Thomas W. Smith, George Truesdell, John M. Wilson and S. W. Woodward; or these, whose terms expire in 1909: Scott C. Bone, William T. Galliher, Robert N. Harner, John B. Larner, Robert N. Harner, John B. Larner, her, Robert N. Harper, John B. Larner, Theodore W. Noyes, R. Ross Perry, Frederic L. Siddons, J. H. Small, fr., Brainard H. Warner and John L. Weaver?

"The board doubtless does wisely to profit by the enthusiasm and activity of ts new blood, but it will not act wisely f it does not also profit by the counsels of experience and long service, by retaining, whether they wish it or not, a certain proportion of the older and more experienced members in its directorate.

A Future Difficulty. "The difficulty hereafter, however the

vided an open field for election to the getting old directors, for whom a ma- E. J. Ayres; fire and police protection directorate and barred no one who was jority of the board would surely vote, to formally nominated by one member and run the gauntlet of re-election after it stress and walks, F. J. Miller. who received a majority of the votes cast has been intimated to them that their services are not appreciated, and that has made the re-election of the outgoins directors the rule and the election of new places. If a director has not made good, candidates the exception. This practice finally gave rise to some criticism. Unform the complete the considered for even one successive term. If he has made good, and is willing to remain, I do not think the board should be prohibited

from voting for him. "It is a wholesome thing for interest to nominations to be made, both of old and new members, and then for the board, absolutely unrestricted in its choice, to select the ten men, new and old, who test represent the opinions, wishes and enthusiasm of a majority of the board. "What the Board of Trade has accom plished has been largely due to persistent perfunctory re-election of outgoing di-rectors and to have a genuine election after year in the same direction and in large measure, for several seasons in succession, by the same individuals. force consistently applied for the good of Washington, and, in view of the lent results achieved, it seems plain that there should now be no radical change in the manner of selecting the agents for carrying on the work."

### SUICIDE BY ELECTRICITY. An Englishman Quietly Takes a

Fatal Shock. LONDON, October 22.-What is believed to be the first case of suicide by electricity has occurred at Kingston. The victim was William Brown, a carpenter, employed in the local electric lighting works. At the inquest it developed that a little while before his death Brown made inquiries as to dangerous parts of

the switchboard. It was supposed at the time that he was anxious to avoid risking his life, and

hands on two of the terminals, and in-stantly thereafter he fell down dead. tion to commit suicide.

### ECHO OF CHADWICK CASE.

Contest Over Document Sealed by Court Before Woman Died.

PITTSBURG, Pa., October 22.-The deposition said to have been made by Cassi-L. Chadwick while she was a prisoner in the Ohio penitentiary regarding her relathat the provision shall not be retroac-tive, the amendment carries with it by stot, local capitalists, is still a sealed document, and it will so remain if the supreme court of Pennsylvania, now in session here, sustains a motion offered this afternoon by attorneys for Friend and Hoffstot.

The deposition was taken in connection with the suit of Mrs. W. C. Jutte, widow of a former well-known coal and river man, and the Colonial Trust Company, executor of the Jutte estate, who are seek-ing to recover from Friend and Hoffstot about \$1 000,000 worth of securities which they allege were obtained from Jutte while his mind was impaired by illness. When the deposition was offered in the ommon pleas court, where the suit originated, the court ordered it sealed without reading, and in its sealed form it was made part of the record when the case was appealed to the supreme court. Attorneys for the widow and the trust com pany have been endeavoring to have the deposition opened and read during the ar gument now on before the supreme court, and today attorneys for Friend and Hoffstot offered a motion that the deposition remain sealed.

Prince of Pless' Fortune. BERLIN, October 22.-The late Duke and Prince John Henry XI of Pless left

cash accumulations amounting to \$21,-800,000. His successor is his eldest son, John Henry, Prince of Pless, who visited America as Emperor William's represent"No Place Like Home;

No Homes Like Ours." Six big rooms; broad front

These are such good values that we sell all houses before they are finished. Sample houses open until dark. Come and see them. They are the coziest and most complete homes you ever saw. homes you ever saw

\$500 CASH. \$27.50 A MONTH, INCLUDING ALL INTEREST. Our addition to the city is Right on Park Road

(Whitney Ave.) -The street that connects Wash-ington and Columbia Heights. To inspect take 9th st. cars, get out at Park road, walk one square east, or call at SHANNON & LUCHS', 704 13th st.

MIDDAUGH & SHANNON, Inc., Owner. The People who built Blooming-

dale. HERIT AND REPRESENTATION OF STREET STREET, STR

### For Rent. 14th St. Store and Dwelling. 1525 14th St. N.W.

steam heat. Keys next door.

BRIGHTWOOD PARK CITIZENS DISCUSS DISTRICT ESTIMATES.

A meeting of the Brightwood Park Citi-Thomas Hall, corner Brightwood avenue and Longfellow street. President A. M. Condra, the newly elected president occupled the chair. A feature of the meeting was the announcment by President Condra of the chairmen of the standing committees for the ensuing year, as fol-

Membership, A. M. Condra; street railways, William McK. Clayton; press and postal facilities, W. F. Walsmith; schools and school buildings, F. J. Metcalf; sewer by-laws may be made to read, will be in and water, J. L. Ergood; lights and trees, Executive committee-A. M. resident: E. J. Ayres, vice president Homer Smith, secretary; R. K. Cook treasurer; William McK. Clayton and F J. Metcalf.

The need of a substation at Brightwood was discussed and regret expressed that it was eliminated from the annual estimates of the Commissioners. It was the policemen to go on and off duty there instead of at Park road, thus giving the suburban districts a longer period of pro

The association expressed appreciation of the provisions for a steam fire engine to be installed in place of the present chemical apparatus on Brightwood ave-nue. Chief Belt was highly complimented

### "Scorching" Autoists.

had been taken up with Capt. Elliott of policy has had the effect of a cumulative the tenth precinct by a special committee which reported that he had taken the matter in hand and had given directions to the bicycle policemen to keep a lookout on Brightwood avenue in particular. The ommittee also reported that policemen ad been stationed at the terminus of the 14th street line with Piney Branch road to suppress the disorder which, it was

were received by a pedestrian from faulty construction or dilapidated walkway. The matter will be taken up by the new street committee.

the fullest information was supplied and Electric Company, acknowledging the vote of thanks of the association for Subsequently he was seen with his putting two extra cars on the Brightwood line. The secretary was directed to comstantly thereafter he fell down dead.

The evidence showed he had had no a view to preventing the crowding of the worry, but had suffered from a religious mania, the recurrence of which he feared. A letter was found indicating his intenpassengers to get in or out of the cars: also calling attention to the congested condition at the loop, where passengers crowd into the cars before those aboard have an opportunity to alight.

Mr. Clayton called attention to the importance of securing the passage of the Commissioners' bill, which failed of passage last session, intended for the regu ation of street railways. ciation again went on record as indersing According to Mr. Clayton it is one of the most pressing needs of the city, especially on all suburban lines. He stated that if the bill as prepared by the Commissioners was enacted it was sure to lead to the permanent im District. The question of an east and west railroad running through Brightwood Park was discussed, but there were numerous complaints from the various residents who objected to the racks being laid on their streets.

The committee on sewers and walks reported that with the exception of two squares of one street every street in the park is provided with sewer facilities and Potomac water.

The committee on light reported that

all of the requests of the committee had been complied with and that the park was well provided with lamps.

The committee on streets made a similar report, as did also the committee on sidewalks.

Chairman Metcalf of the committee on

schools stated that the new public school would not be ready for occupancy until September 1 next year.
The attention of the association was called to the insanitary condition of a number of cement houses in the park and the faulty construction of the same The brilding inspector's office came in for a Leoring on this point, as it was

The following were elected to member ship in the organization: Capt. E. T. El-liott, Edwin Howison, J. W. Reed, Wil-liam Wunnon, D. W. Stire, James Folds

### perches; every room an outside room; twenty feet front. In the

N.W. \$3,850.

A modern and spacious store—plate glass windows, cellar, excellent lo-cation. Dwelling of 9 rooms and bath, gas and coal range, steam heat. Rent, \$75.00 month, including

### SUBURBAN INTERESTS

ens' Association was held last night at

### for his action in the matter.

The question of scorching automobilists

declared, has heretofore existed at that The association was disappointed upon being informed that the item for the opening of Longfellow street to 14th street was stricken out of the estimates. The request of the association for a tem-porary boardwalk was denied by the Commissioners on the ground that after the walk was laid they would have no jurisdiction or control over it, but the District would be liable for damages if injuries

A letter was read from Gen. Harries, vice president of the Washington Railway

### Reports of Committees.

stated that the houses were without a fire wall and no provision made for the protection of the walls.

### Investments Large Incomes.

Price. \$5.500. Renting for \$69.

Price, \$3,600. Renting for \$37.50. Small Houses Central Northwest. Price, \$5,750.

Renting for \$53. Eleven Rooms, West of 14th St. NEARLY NEW. Improvements Would Cost More.

Price. \$4,500. Renting for \$43. Brick, Eight Rooms, Bath, on Prominent Thoroughfare Northwest.

Price. \$3,500. Renting for \$29. Business Property on 9th St. N.W. ALWAYS RENTED.

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BEAUTIFUL HOME PROPERTIES Which we are now selling ON NORTH CAPITOL ST. CORNER OF BRYANT ST. N.W. (Just morth of W st.)

### For \$3,975 growing less every day, as 8 Have Been Sold Before Completion.

What Better Evidence of Excep-

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Ask Fort But here is more evidence, in the form of plain facts: DESCRIPTION.

LOTS 20x100. WIDE FRONT LAWNS The fact that this HOME is 20 FT. WIDE INSURES SPACIOUS ROOMS. In addition to this, the louse is so arranged that every room is an OUTSIDE ROOM. Two very large windows in the dining room. That's a comfort in itself. In all, 6 large, cheerful rooms, & and a beautiful tiled bath-floor and side walls-CABINET MAN-TELS, GAS LOGS, LARGE COLO-

NIAL PORCHES. More money could buy you a larger house, but surely no more COMFORT AND CONVENIENCE. TRULY TO APPRECIATE THIS HOME YOU SHOULD SEE IT. TO INSPECT TAKE NORTH CAP. ST. CAR TO BRYANT ST. N.W. OUR SAMPLE HOUSE

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704 13th Street N. W. "Look for Our Green and White

UNUSUALLY GOOD SEMI-DETACHED HOME NORTHWEST, Only \$5,200.

NOTE THIS. LOT 33 1-3x110 FEET. Colonial design, modern equip-ment, and, in all, a property of exceptional value. A more attractive home could hot be found. 6 very large rooms, tiled bath, furnace heat, reception hall. Woodwork, oak and white pine; VERY LARGE ATTIC OVER THE ENTIRE HOUSE. Considering location, size of lot, that it is possibly the only brick semi-detached house now for sale northwest, you will readily appreciate its value. Don't lose sight

### space on three sides of this home. That's as good as money. SHANNON & LUCHS 704 13th St. N.W.

"Look for our Green and White Sign."

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Terms to Suit. Well-built house, erected by and concrete cellar: 9 rooms on on two floors; lot 20x95 feet to public alley: new plumbing and new Kelsey Heater. Located in a good section of northwest. You must see this house to appreciate its value.

Thos. J. Fisher & Co., 1414 F St. N.W. 兼 oc22-tu,th.sa,3t 作者是表表表表表示表示是表表表表表表表表表表表表表表

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### Attractive Investment. \$5,500.

Trust of \$4,000 at 5 per cent can remain on property. Rent, \$540 per annum. Good section of northeast. Side lights; large rooms.

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\$12,000

A very low price for a house in this fashionable location—N st. near Church of Covenant. Coun. ave. and N st.: 11 rooms; well constructed; lot 19x100; alley.

-S st. near N. H. ave.; a wide, modern house, with ist-floor kitchen etc. An individual house and well constructed. \$13,000

\$14,000 -On 16th st.; one of the very best locations on this handsome street; south of Scott Circle: a locality that is being improved with unusually fine and costly homes. It is difficult to secure a home for this price in this section; opposite a house that rents for \$5,000 per year.

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On 16th st.; a handsome house; well constructed; thoroughly
modern and very attractively arranged and
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etc.; must be seen to be
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